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CRUISE OF THE U. S. BRIG *ARGUS* IN 1813

JOURNAL OF SURGEON JAMES INDERWICK

EDITED FROM THE ORIGINAL MANUSCRIPT IN THE NEW YORK
PUBLIC LIBRARY WITH AN INTRODUCTION AND NOTES

By VICTOR HUGO PALTSITS
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AND KEEPER OF MANUSCRIPTS

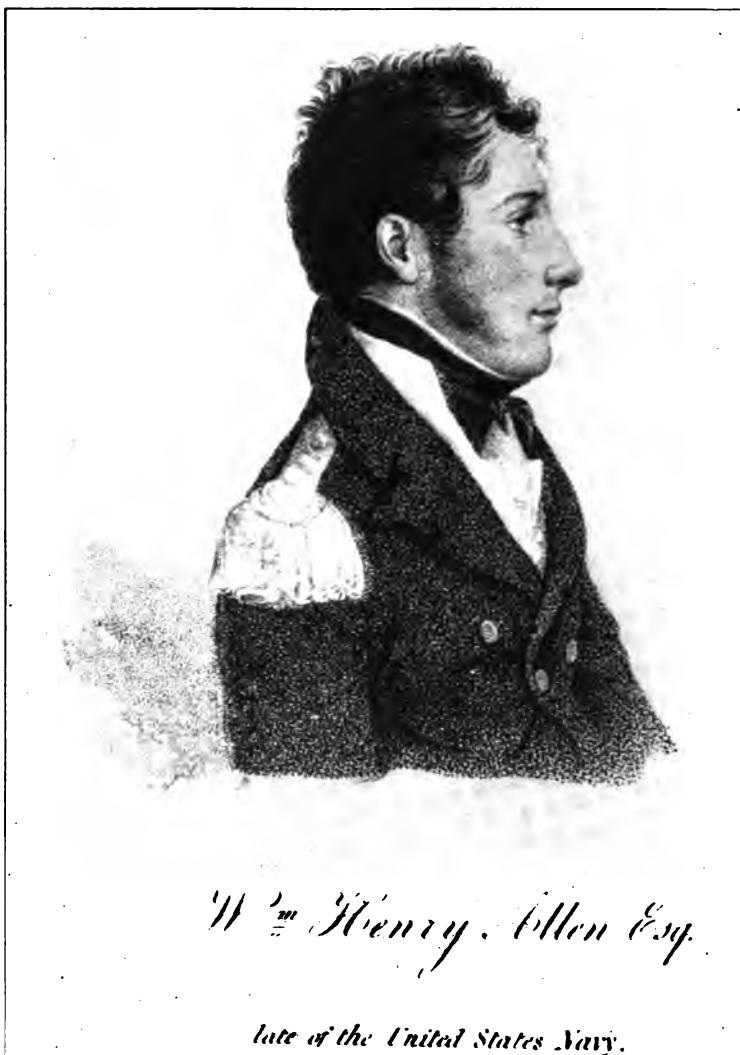
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W^m Henry, Allen Esq.

Late of the United States Navy.

ENGRAVED BY DAVID EDWIN

Frontispiece to "The Port Folio," January, 1814

CRUISE OF THE U. S. BRIG *ARGUS* IN 1813¹

JOURNAL OF SURGEON JAMES INDERWICK

INTRODUCTION

THE original manuscript journal of Dr. James Inderwick was presented recently to The New York Public Library by the Governors of the Society of the New York Hospital. It occupies forty-four pages of a small folio register, beginning on the first page with the heading: "Report of Sick on board U. S. Brig *Argus* W. H. Allen Esq. Com^{dr}," followed by the first entry on Tuesday, May 11, 1813. The last entry is Saturday, August 21, of the same year. The remaining 110 pages of the register are mostly blank, but some have pharmaceutical or other accounts, written during the years 1819, 1824, and 1827 to 1831, which have no relation to Inderwick or to the naval record. On a front flyleaf there is a calculation of the persons on board the *Argus*, consisting of "Officers & men 150. Passengers 3. Passengers' Servants 2 — 155 Souls."

In the matriculation register of Columbia College James Inderwick is registered as a student in the school of arts, graduating A. B. in 1808. He is also registered as a student in the medical school in 1808-1809, taking courses in anatomy and chemistry. He received his master's degree elsewhere and pursued his medical course; but it has not been determined whether he continued at some other medical school or became associated with some physician. His name does not appear in the New York directories; there is no further record of him at Columbia, and he is not registered at the then newly-organized College of Physicians and Surgeons. His two autographs in the register of Columbia College leave no doubt that the naval journal was written by him, notwithstanding that his name nowhere appears in the journal itself. Dr. Inderwick was house surgeon at the New York Hospital from February, 1812, to February, 1813. In May, 1813, he was attached to the Brig *Argus*, and on July 24th, while on the cruise, was commissioned a surgeon in the navy of the United States, appearing as no. 18 in a list of nineteen named on that date.² In 1814 he was still credited as employed as a surgeon, singularly enough as of the *Argus*.³ In 1814, the British Brig *Epervier* had been cap-

¹ The publication of this account may not be considered inappropriate, in view of the international events that are now taking place in the same waters that were cruised by the *Argus* over a century ago.

² *American State Papers — Naval Affairs*, 1:301.

³ *Ibid.*, 348. Being held as a prisoner of war in England, his name on the U. S. navy list naturally associated him with his last assignment.

tured and added to the navy of the United States. Inderwick was her surgeon in 1815, when, after passing through the Straits of Gibraltar, she was lost at sea with all aboard. It is believed that his manuscript journal of the *Argus* was left at the New York Hospital after his return from England and before his entrance upon the last fatal cruise in the *Esperie*.

From Dr. Inderwick's record we are able to conclude that, on the whole, the health of the crew of the *Argus* was very good. There were on the sick list from eight to seventeen, and usually about a dozen men, numbers of whom were soon able to return to duty.

The brig *Argus* was built at Boston, in 1803, by Edmund Hart. She had a tonnage of 298; the length of her keel was 80 feet; the breadth of her beam was 20 feet, and the depth of her hold was 12 feet and 8 inches.⁴ From a record of 1806, it appears that she had cost originally \$37,428.29.⁵ She then carried sixteen guns, the highest number of any brig in the navy.⁶ In 1803 she went to the Mediterranean; was in the harbor of Tripoli, in August, 1804, with 121 men commanded by Lieutenant Isaac Hull, in the American squadron under Commodore Edward Preble. That year and the next she had repairs made to her in the Mediterranean. She was repaired in March, 1808, at Norfolk, Va., and again in March, 1809, at the navy yard in New York. These repairs cost more than \$19,000.⁷ In 1811, she had her new berth deck calked, her bottom hove out, calked and coppered, at a cost of \$13,000.⁸ In June, 1812, with a complement of 120 men, she was under Master Commandant Arthur Sinclair. In October, of that year, she was stationed in the North Atlantic under the same commander. Later Sinclair was given a leave to visit his friends and, by order of Commodore Decatur, was superseded in the command of the *Argus* by Lieutenant William Henry Allen.

William Henry Allen⁹ was born at Providence, R. I., on October 21, 1784, son of William Allen, an officer during the American Revolution, who, in 1786, was appointed by Congress senior officer of the legionary corps intended to be raised in Rhode Island, and who became, by legislative appointment of 1799, brigadier-general of militia of that State. The father, whilst a major in the Revolution, is said to have had "for a short time, the charge of the unfortunate André," sitting up with him "the whole night previous

⁴ Niles' *Weekly Register*, V:230.

⁵ *American State Papers — Naval Affairs*, I:149.

⁶ *Ibid.*, 154. Later she carried eighteen guns.

⁷ *Ibid.*, 253.

⁸ *Ibid.*, 335.

⁹ The particulars of his biography, unless otherwise noted, have been taken from the excellent memoir in *The Port Folio*, 3d series, vol. 3, no. 1 (January, 1814), published at Philadelphia, by Bradford and Inskeep.

to his execution." William Henry Allen's mother was a sister of William Jones, the governor of Rhode Island during the War of 1812. From such a stock patriots are expected and the son's career fulfilled the tradition. His parents had intended him for a liberal education; he got through with his preparatory studies, but yearned for a more active life and, on April 28, 1800, as a midshipman, entered the navy of the United States, against the remonstrances of his parents. Within three months he was on board the frigate *George Washington*, commanded by William Bainbridge, destined to Algiers.¹⁰ On April 19, 1801, he came back with Commodore Bainbridge and about a week later was ordered to the *Philadelphia*, commanded by Captain Samuel Barron, "to scour the Mediterranean sea again." This ship returned on June 27, 1802, and Allen had only a short furlough, for in October he went on a third cruise of the Mediterranean, this time in the frigate *John Adams*, commanded by Captain Rodgers, from which he returned in December, 1803. Early in 1804, Allen was appointed sailing-master of the frigate *Congress*, then at Washington, and sailed in her on July 1st, under Captain Rodgers, for another Mediterranean voyage. On the way out, in the midst of a storm, while he was aiding the sailors on the foreyard, Allen was thrown "headlong into the sea, to a depth of twenty feet," saving himself only by taking hold of the mizzen chains as he arose. Reaching the harbor of Tripoli, Allen assisted Rodgers in taking soundings, preparatory to an anticipated attack. This hazardous job was ended during a gale from which they made a narrow escape to the *Nautilus*. The cruise lasted from 1804 to 1806. In October, 1805, Rodgers removed to the frigate *Constitution* and became commander of the squadron, Allen going with him as third lieutenant. It was during this cruise that he and Commodore Rodgers became lost in the fields of lava while visiting Mt. *Ætna*, only to be rescued by monks from a monastery below. The *Constitution* returned to the United States in 1806. Allen was given shore leave and seized the occasion to visit his friends at Providence. In February, 1807, he was ordered to the frigate *Chesapeake*, as third lieutenant, under Captain Barron. He was in the engagement with the British ship *Leopard*, in June of that year, and showed his mettle by snatching a coal from the flames, firing the only gun set off before his superior ordered a premature and humiliating surrender. For this misconduct Barron was subsequently condemned. Allen remained with the *Chesapeake* until February, 1809, when he was ordered aboard the frigate *United States*, commanded by Commodore Stephen Decatur. Allen was with this frigate when, on October 25, 1812, she captured the British frigate *Macedonian*, and he had

¹⁰ This frigate was the first one to fly the American flag in the harbor of Constantinople.

the honor of bringing the prize ship into the port of New York. Decatur, in his report to the Secretary of the Navy, particularly singled out Allen for notice and attributed the superior gunnery in the action to Allen's "unremitting exertions in disciplining the crew."¹¹ In the festivities provided by the corporation and citizens of New York in honor of the event, Allen had a full share with his superior officer. He then got a respite and visited home and friends. It was, however, of short duration, and he was soon in command of the brig *Argus*, in succession to Captain Arthur Sinclair. His first lieutenant on the *Argus* was William H. Watson, and his second lieutenant was William Howard Allen,¹² not a relative; so that, singularly enough, the three officers bore exactly the same initials in their given names and two of them had similar family names.¹³

When the Journal of Surgeon Inderwick was begun, on May 11, 1813, the *Argus* lay at anchor near Sandy Hook; on the 17th she was near Staten Island, and on the 18th in the Narrows; from May 19th – June 17th, she lay off New York, and on the 18th was under sail at Sandy Hook. From June 19th – July 10th at sea, she sighted land on July 11th, and was at Port Louis L'Orient, France, from July 12–20. The remainder of her cruise until her capture by the *Pelican* will appear from the selections printed from the Journal. The object of the cruise was ostensibly to convey William Harris Crawford, of Georgia, newly-chosen minister plenipotentiary, and successor to Joel Barlow, deceased, to France, accompanied by his suite. In his instructions from the navy department, dated June 5, 1813, Allen was directed to land the party at the first port of France without risk. On June 12th, he wrote to the secretary of the navy, that he would "immediately proceed to put in execution his orders as to the ulterior purpose of his destination."¹⁴ The "ulterior purpose" in his instructions read: "You will then proceed upon a cruise against the commerce and light cruisers of the enemy, which you will capture and destroy in all cases; unless their value and qualities shall render it morally certain that they may reach a safe and not distant port. Indeed, in the present state of the enemy's force, there are very few cases that would justify the manning of a prize; because, the chances of reaching a safe port are infinitely against the attempt, and the weakening the crew of the *Argus* might expose you to an unequal contest with the enemy. It is exceedingly desirable that

¹¹ The official text is in *American State Papers — Naval Affairs*, I:281.

¹² He was mortally wounded in an action against about one hundred pirates near Point Hycacos, on the north side of Cuba, on November 9, 1822. As he was expiring, he expressed satisfaction that he was dying in the service of his country. — *American State Papers — Naval Affairs*, I:823–824. Watson subsequently revenged the loss of his old comrade by a successful slaughter of pirates, and died in the service with a fine record.

¹³ Captains were paid \$100; lieutenants \$40, and surgeons \$50 per month.

¹⁴ *Port Folio*, 3d ser., III:16.

the enemy should be made to feel the effects of our hostility, and of his barbarous system of warfare; and in no way can we so effectually accomplish that object, as by annoying and destroying his commerce, fisheries, and coasting trade. The latter is of the utmost importance, and is much more exposed to the attack of such a vessel as the *Argus*, than is generally understood. This would carry the war home directly to their feelings and interests, and produce an astonishing sensation. For this purpose, the cruising ground from the entrance of the British channel to Cape Clear, down the coast of Ireland, across to, and along the northwest coast of England, would employ a month or six weeks to great advantage. The coasting fleet on this track are immensely valuable; and you would also be in the way of their West India homeward fleet, and those to and from Spain, Portugal, and the Mediterranean. When you are prepared to leave this ground, you may pass round the northwest of Ireland, towards Fair island passage, in the track of the Archangel fleets, returning home in August and September." The instructions closed with these words: "Your talents and honorable services are deeply impressed upon this Department, and will not cease to excite its attention. Wishing you a prosperous and honorable cruise."¹⁵

These definite orders Allen carried out with precision. It was at once a perilous task and "a service, to a man fond of glory, peculiarly invidious."¹⁶ Notwithstanding, Allen showed himself the gentleman as well as a thorough man-of-war's man. Private property of passengers was secure from loot. On July 24th, having captured the *Susannah*, a large British brig, he gave her up to her captain on account of two women who were passengers.¹⁷ "Probably no action of his life could more plainly distinguish his character than this: he loved danger as much as he abhorred to plunder the defenceless."¹⁸ And his character can be gaged from the beautiful feeling expressed in his last letter to his sister, viz. — "When you shall hear that I have ended my earthly career, that I only exist in the kind remembrance of my friends, you will forget my follies, forgive my faults, call to mind some little instances dear to reflection, to excuse your love for me, and shed one tear to the memory of Henry."¹⁹ The record of the twenty prize vessels taken by Allen during his short cruise in the *Argus* is revealed in the portion of Inderwick's

¹⁵ The important document from which these extracts are taken is in *American State Papers — Naval Affairs*, I:375. Mahan shows that the *Argus* was the first United States vessel which emphasized the fact, that the waters surrounding the British Islands were the field where commerce destruction could be most decisively effected. — *Sea Power in its relations to the War of 1812*, II:216.

¹⁶ *Port Folio*, 16.

¹⁷ This is recorded in the journal and verified by British accounts. See also Niles' *Weekly Register*, V:78; also 135-136, 149-150, for evidences of his humane conduct toward captives.

¹⁸ *Port Folio*, 17.

¹⁹ *Ibid.*, 23. Allen was unmarried.

Journal that follows here.²⁰ On December 20, 1815, his brother, Thomas J. Allen, acting as attorney and agent, presented to the U. S. Senate a claim for prize money for the vessels captured and destroyed. In this memorial to the chairman of the Senatorial Committee on Naval Affairs, reference is made to "a chart of the track of the *Argus*, and a list of the vessels she captured, their tonnage, &c. &c. and the documents that were found on board these vessels." It continues: "The chart shows the course of the *Argus* from L'Orient, up the western coast of Ireland, into the river Shannon, and thence, round into St. George's channel where she was captured. The red letters on the list of vessels indicate the time and place of their capture on the chart. . . . Lieutenant Watson, of the *Argus*, on his return from England to this country, delivered at the Navy Department a report respecting the value &c. of these vessels and their cargoes, which he estimated at about three million of dollars, as will be seen by referring to the letter from Mr. [Benjamin] Homans. . . . I made application at the Navy Department for the log book of the *Argus*, which, perhaps, contains some information of importance on the subject, but it has not yet been found; as soon as it is discovered, I shall beg leave to add the evidence it may afford to that presented now."²¹

FIGHT BETWEEN THE *ARGUS* AND THE *PELICAN*

The successful raiding of the British commerce filled the ship-merchants with consternation, whilst insurance mounted to prodigious rates on war risks. In Lloyd's lists, and otherwise, the English newspapers made public the awful losses. Something had to be done to hunt down this Yankee phantom of the seas and British cruisers were hurriedly despatched to scurry the waters in search of her. On August 12th, Vice-Admiral Thornborough, of the British navy, ordered Captain John Fordyce Maples²² in the brig *Pelican* "to cruise in St. George's Channel for the protection of the trade, and to obtain information" of the American destroyer.²³ The *Pelican* was one of the largest brigs in the British navy and had been built in 1812. Her tonnage was 385. She had 16 carronades (32-pounders), two long 6-pounders, and a 12-pound launch-carronade, as well as two brass 6s procured by Captain Maples as standing chase-guns. Her metal broadside was 274 pounds, or one-sixth heavier than

²⁰ Compare also Neeser, II:300; *American State Papers—Naval Affairs*, I:374. The latter is a list of vessels taken or destroyed by the U. S. navy during the war, not complete, however, for the *Argus*.

²¹ *American State Papers—Naval Affairs*, I:373.

²² For his capture of the *Argus*, Maples was promoted to the rank of "Commodore," being succeeded in the *Pelican* by Captain Mansell.

²³ *London Times*, August 25, 1813, letter of Maples to Thornborough; also in *The Naval Chronicle* (1813), XXX:246.

the *Argus*; whilst her complement, when the action began, consisted of 104 men and 12 boys, who were mostly under thirteen years of age.²⁴

The *Pelican* had only arrived at Cork from a cruise on the morning of the 12th and had been ordered to prepare again for sea immediately.²⁵ At ten o'clock at night of the 13th, Captain Maples fell in with the brig *Mary*, from Wexford, and from her master learned the course of the *Argus*.²⁶ At six in the morning of the 13th; Allen burnt the *Defiance* and the *Baltic*; at nine o'clock that night he captured his best prize, the large brig *Belford*, and at midnight burnt her.²⁷ At four in the morning of the 14th, Captain Maples in the *Pelican* "saw a vessel on fire [the *Belford*], and a brig [the *Argus*] standing from her."²⁸ He "made all sail" to give chase, and "at half-past five came alongside" of the *Argus*.²⁹ When both brigs sighted one another at four o'clock, the *Argus* was in St. George's Channel, in latitude 50° 15' N. and longitude 5° 50' W., according to Lieutenant Watson,³⁰ which was some miles off St. David's Head, on the coast of Wales. Captain Allen had made up his mind not to run away from any two-masted enemy ship.³¹ The *Pelican* was "standing down under a press of sail" upon the "weather-quarter" of the *Argus*, "the wind being at south," so "the *Argus* close-hauled on the starboard-tack."³² Having shortened sail "and made herself clear for an obstinate resistance," the *Argus* got three cheers from the crew of the *Pelican* and the action commenced at six o'clock on the morning of August 14th, being "kept up with great spirit on both sides," according to the report of the British commander.³³ Now we have seen that the complement of the *Pelican* was 112. The *Argus* had originally 150, according to the notation of Surgeon Inderwick, and 149 according to the British captain, which is correct if the allowance of one who died on the voyage over is deducted; but, whatever the exact number, the *Argus*'s complement had been materially reduced by the manning of prize ships.³⁴

As the south wind gave the *Pelican* the windward position and prevented the *Argus* from getting the weather-gage, she shortened sail, "wore round," and gave the *Pelican* "the larboard broadside, being at this time [6 A. M.]

²⁴ James, *Naval Occurrences*. London, 1817, p. 273, 275, 279, 281.

²⁵ *Ibid.* 269; *London Times*, August 18, 1813.

²⁶ *London Times*, August 13, 1813.

²⁷ Inderwick's *Journal*, *infra*.

²⁸ Maples to Thornborough, in *London Times*, August 25, 1813.

²⁹ *Ibid.*

³⁰ Niles' *Weekly Register*, VIII:43; James, *op. cit.*, appendix 43.

³¹ *Port Folio*, 3d series, III:17.

³² Watson to secretary of navy, March 2, 1815, in Niles' *Weekly Register*, VIII:43; also James, *op. cit.*, appendix 43. In *London Times*, August 18, 1813, testimony of Capt. Mills, of the *Hope*, from Newcastle to Cork, which had been ordered by the *Argus* to follow her, but had escaped during the battle.

³³ Maples to Thornborough, in *London Times*, August 25, 1813.

³⁴ Maples says that there were 127 in the crew of the *Argus* when the action began. James, *op. cit.*, 277, puts the number at 131, and Spears, *op. cit.*, II:368, as low as 104.

within grape-distance." The *Pelican* replied with a full broadside and the brigs were presently "within the range of musketry."³⁵ The brigs ran side by side in this range, probably under two hundred yards apart.³⁶

Four minutes after the action had opened, Captain Allen had his "left knee shattered by a cannon shot."³⁷ But this intrepid commander continued to direct the fire for four minutes longer until, "being much exhausted by the loss of blood," he was taken below deck, where Surgeon Inderwick, about two hours after the action, "amputated the thigh."³⁸ The *Pelican* had shot away the "main braces, main-spring-stay, gaff and try-sail mast" of the *Argus*. First Lieutenant William H. Watson now took command. At 6.12, the *Argus* lost her "sprit-sail-yard, and the principal part of the standing rigging on the larboard-side of the fore-mast."³⁹ At the same time, Watson "received a wound on the head from a grape-shot," tearing off a part of the scalp, so that the bone was denuded.⁴⁰ Stunned by the blow, he was carried below, where the surgeon dressed the wound. The command of the quarter-deck now devolved upon the second lieutenant, William Howard Allen, Jr.

At 6.14, the *Pelican*, being then on the weather-quarter of the *Argus*, edged off in an endeavor to get under her stern, "but the *Argus* luffed close to with the main-top-sail a-back," and frustrated the attempt, by throwing herself across the *Pelican*'s path and giving her a raking broadside.⁴¹ The aim was poor and "seems to have lost her the effect that should have resulted from this ready and neat manœuvre."⁴²

The rigging of the *Argus* had already suffered great damage. At 6.18, she had her "preventer [duplicate] main-braces and main-top-sail tye" shot away.⁴³ Having lost the use of her after-sails and being unmanageable, she "fell off before the wind."⁴⁴ This gave the *Pelican* a chance to choose her own position, which she did by passing first under the stern of the *Argus*, and then up to the starboard side.⁴⁵ The *Pelican* was enabled to rake her fore and aft, whilst her only reply to the broadsides was with musketry.⁴⁶ "At 6.25, the wheel-ropes and running rigging of every description being shot away, the *Argus* was at the complete mercy of the *Pelican*. At 6.30, when First Lieutenant Watson, his wounds dressed and himself sufficiently re-

³⁵ Watson to secretary of navy, March 2, 1815.

³⁶ Mahan, *Sea Power in its relations to the War of 1812*, II:217; Spears, *op. cit.*, II:363.

³⁷ Inderwick's *Journal*.

³⁸ *Ibid.*; Watson to secretary of the navy, March 2, 1815.

³⁹ Watson, as cited above.

⁴⁰ *Ibid.*; Inderwick's *Journal*.

⁴¹ Watson as cited before.

⁴² Mahan, *op. cit.*, II:218.

⁴³ Watson as cited before.

⁴⁴ *Ibid.*

⁴⁵ *Ibid.*

⁴⁶ Mahan, *op. cit.*, II:218.



CAPTURE OF THE *ARGUS*, AUGUST 14, 1813

From the Painting by T. Whitcombe, engraved by T. Sutherland. Published February 1, 1817, in London

covered, returned to the deck, the *Pelican* was at the stern of the *Argus*, within pistol-shot, where she continued to rake her until 6.38, when the Americans prepared to board, but were prevented by their shattered condition.⁴⁷ The *Pelican* now took a position on the starboard-bow of the *Argus*. From this time until 6.47 o'clock the *Argus* was "exposed to a cross or raking fire, without being able to oppose but little more than musketry to the broadside" of the British brig, as her guns, being disabled, were seldom brought to bear.⁴⁸

After a fight of three-quarters of an hour, Lieutenant Watson, realizing his untenable position in the helplessness of the *Argus*, and observing that the British were preparing to board, surrendered.⁴⁹ When the smoke cleared away, "the English flag was seen flying over the American, and both vessels lying to, repairing damages."⁵⁰ Two shots had "passed through the boatswain's and the carpenter's cabins" of the *Pelican*. "Her sides were filled with grape-shot; and her rigging and sails injured much. Her fore-mast, and main-top-mast, were slightly wounded, and so were her royals; but no spar was seriously hurt. Two of her carronades were dismounted."⁵¹

The stubborn resistance of the *Argus*—despite the loss of her commander, the temporary disability of her first lieutenant, and the odds in a series of sulphurous broadsides of iron—made an impression upon her opponent.⁵² It has been said, however, that when all things are considered, the defeat was "one of the most unfortunate defeats suffered at sea during the war",⁵³ and Mahan's analysis is: "After every allowance for disparity of force, the injury done by the American fire cannot be deemed satisfactory, and suggests the consideration whether the voyage to France under pressure of a diplomatic mission, and the busy preoccupation of making, manning, and firing prizes...may not have interfered unduly with the more important requirements of fighting efficiency."⁵⁴ On the other hand, Mahan avers, that the "rapid succession of captures" made by the *Argus* "is a matter of more significance than the loss of a single brig of war. It showed the vulnerable point of the British trade and local intercommunication."⁵⁵

In some early naval histories, followed by some later writers,⁵⁶ it has been alleged that the *Argus*, just before she met the *Pelican*, had captured a vessel

⁴⁷ Watson, as previously cited.

⁴⁸ *Ibid.*

⁴⁹ *Ibid.*

⁵⁰ *London Times*, August 18, 1813.

⁵¹ James, *op. cit.*, 272.

⁵² Maples in his report to Thornborough expressed regret that Allen had been wounded, suffering amputation.

⁵³ Spears, *op. cit.*, II:367.

⁵⁴ Mahan, *op. cit.*, II:218-219.

⁵⁵ *Ibid.*, 219.

⁵⁶ Cooper, *History of the Navy of U. S.* (London, 1839), II:307; Dawson's *Battles of U. S.*, II:267, who quotes Cooper, but does not take the charge seriously; Spears, *op. cit.*, II:369.

from Oporto, laden with wine, which had been brought aboard clandestinely, "as the boats passed to and fro, and that many of the people, who had been over-worked and kept from their rest, partook of the refreshment it afforded too freely." There is, however, not a scintilla of evidence in records to support the charge. The *Argus* made no capture that fits the case with respect to Oporto. She had indeed captured, at that time, her main prize, the large brig *Belford*, from Dublin, bound to London, laden with a large store of Irish linen and some wine. There was taken out of her "a box of Plate" and in three hours after her capture she was ablaze.⁵⁷ Moreover, Cooper, who made the charge, freely admits that Captain Allen's "influence over the crews with which he sailed was very great, and it is not possible to say now what might have been the result of the combat in which he fell, had he not been so early killed."⁵⁸

The crew of the *Argus* was a new one, under a new commander. She had sailed without delay with a diplomatic charge, precluding the opportunity of training the men in gun exercises and other manoeuvres.⁵⁹ She had in twenty-two days (July 23 – August 13) captured nineteen prizes. "The continued loss of sleep, together with the excessive fatigue consequent upon such a rapid succession of captures, and the extreme watchfulness necessary in so exposed a situation, disabled the *Argus* from making so great a resistance to her more powerful enemy as she might otherwise have done."⁶⁰ Lieutenant Watson, communicating his report to the secretary of the navy,⁶¹ also referred to "the superior size and metal" of the *Pelican* "and the fatigue" which those on the *Argus* had endured "from a very rapid succession of captures." Besides, he felt "great satisfaction in reporting the general good conduct of the men and officers engaged on this occasion." A court of inquiry,⁶² "to investigate the causes of the loss by capture" of the *Argus*, was held at Baltimore, on board the U. S. frigate *Java*. The members of the court were Captains Ridgely and Spence, Lieutenant Budd, and Judge Advocate J. S. Skinner. They "carefully examined into the causes of the loss by capture... and also into the conduct of the officers and crew of the said sloop of war before and after her surrender." After mature deliberation "upon all the testimony," they found, among other things, "that the crew of the *Argus* was very much exhausted by the continued and extraordinary fatigue and exposure to which they had been subjected for several weeks, and particularly for twenty-four

⁵⁷ Inderwick's *Journal*.

⁵⁸ Cooper, *op. cit.*, II:310, note.

⁵⁹ *Port Folio*, 3d series, III:18.

⁶⁰ Memorial of Allen's brother, in *American State Papers — Naval Affairs*, I:373.

⁶¹ As previously cited.

⁶² Niles' *Weekly Register*, VIII:145-146.

hours immediately preceding the action"; that "every officer and man of the *Argus* (with the exception of one man, Jacob Allister, and one boy, Hendrick), made use of every practicable exertion to capture the British sloop of war *Pelican*." The verdict of the court, therefore, was, "that every officer and man (with the exception before mentioned) displayed throughout the engagement, a zeal, activity and spirit in defence of the vessel and flag committed to their protection, which entitles them to the undiminished confidence and respect of their government and fellow-citizens."

The casualties of the *Argus* in action were eight killed or mortally wounded, and ten wounded. Those who died were Captain Allen, Midshipmen Edwards and Delphy, Boatswain's Mate Jordan, and four seamen. The wounded were Lieutenant Watson, a boatswain, the carpenter, the quartermaster and six seamen.⁶³ On the *Pelican*, the casualties were two killed and five wounded.⁶⁴ William Young, a master's mate, was "slain in the moment of victory," as he led the boarding party and had stepped "upon the gunwale of the *Argus*." The others were seamen. Captain Maples "had a narrow escape; a spent canister-shot striking, with some degree of force, one of his waistcoat buttons, and then falling on deck."⁶⁵

After the fight was over, the prisoners were divided. A third of the crew of the *Pelican* were placed on board the *Argus*. On account of the unsupported state of the foremast of the *Argus* and in consequence of a strong breeze that came up, the prize-master bore up for Plymouth, while the *Pelican* went to Cork to report to the admiral. On her way, the *Pelican* transferred some thirty of her prisoners to the *Leonidas*, which she had met at sea.⁶⁶

Meanwhile, Captain Allen was in a precarious condition. He continued in the *Argus* to Plymouth, where, at the solicitation of Surgeon Inderwick, he was removed to the Mill Prison Hospital, and died there at eleven o'clock on the night of August 18th.⁶⁷ As he was being taken out of the ship to the hospital, he cast his languid eyes on his comrades, saying: "God bless you, my lads; we shall never meet again."⁶⁸ He was conscious at intervals "till within ten minutes of his dissolution, when he sunk exhausted, and expired without a struggle."⁶⁹

The commander-in-chief or port admiral at Plymouth directed that Allen

⁶³ This record of eight killed or mortally wounded and ten wounded, is deduced from Surgeon Inderwick's *Journal*. Lieut. Watson's report to the secretary of the navy, says six killed, seventeen wounded, of whom five afterwards died. Mahan, *op. cit.*, II:218, has adopted these figures. Spears, *op. cit.*, II:368, puts the killed at ten, and the wounded at fourteen, evidently an attempted analysis of James, *op. cit.*, 272.

⁶⁴ Maples to Thornborough, in *London Times*, August 25, 1813.

⁶⁵ James, *op. cit.*, 270.

⁶⁶ *Ibid.*, 279.

⁶⁷ Inderwick's *Journal*; John Hawker, former U. S. vice consul at Plymouth, to General Allen, August 19, 1813, in *Port Folio*, 3d series, III:20.

⁶⁸ *Port Folio*, III:19.

⁶⁹ Hawker to Gen. Allen in *Port Folio*, III:20.

be buried with military honors.⁷⁰ The funeral took place on Saturday, August 21st. The procession left Mill Prison at noon. On the coffin was a velvet pall, over which was spread the American ensign, and on it were laid his hat and sword. As the coffin was being removed to the hearse, the guard saluted; when deposited, the procession moved forward, the band playing the "Dead March in Saul." Upon arrival near the church, the guard halted and clubbed arms, single files inward, through which the procession passed to the church, into which the corpse was carried and deposited in the centre aisle. The funeral service was read by the vicar, after which the recessional took place, passing through the guard as upon entrance, and the body was interred in the south yard of St. Andrew's on the right of his midshipman, Richard Delphy, who had had both legs shot off at the knees, and whose interment had taken place only the preceding evening.

The order was as follows:

"PROCESSION.

Guard of Honour.

Lieutenant-Colonel of Royal Marines,

With two Companies of that Corps.

The Captains, Subalterns, and Field-Adjutant (Officers with hat-bands and scarfs.)

Royal Marine Band.

Vicar and Curate of St. Andrew's.

Clerk of ditto.

THE HEARSE,

with the Corpse of the deceased Captain,

Attended by eight seamen, late of the Argus, with crape round their arms, tied with white crape ribbon.

Also eight British Captains of the Royal Navy, as pall-bearers, with hat-bands and scarfs.

Captain Allen's servants, in mourning.

The Officers, late of the Argus, in uniform, with crape sashes and hat-bands, two and two.

John Hawker, Esq. late American Vice-Consul, and his Clerks.

Captain Pellowe, Commissioner for Prisoners of War.

Dr. M'Grath, Chief Medical Officer at Mill Prison Depot.

Captains of the Royal Navy in port, two and two.

Marine and Army Officers, two and two.

Servants of the American Officers, two and two.

Followed by a very numerous and respectable retinue of Inhabitants."⁷¹

⁷⁰ London *Times*, August 23, 1813.

⁷¹ London *Times*, August 28, 1813, p. 3, col. 4; also in *Port Folio*, 3d series, III: 21-22. Allen Street in the city of New York, was named in his honor.

SELECTIONS FROM THE JOURNAL

July 1st [1813] Thursday at sea

This morning in Gale lost James Hunt one of our finest men. He fell from the main yard, struck on the starboard gunnel and then overboard.¹

July 7th Wednesday at sea

Captured yesterday the Brittish Schooner *Salamanca*² — burnt her.

July 11th Sunday in sight of land
anchored between the Isle Groix & main.

July 12th Monday Port Louis

[On this day Mr. Groves had his arm caught in a turn of the cable when the anchor was being dropped. For several days his forearm was much swelled, but under treatment of the surgeon it was restored in a week's time.]

July 14th Wednesday Port Louis L'Orient

I this day received a note from M^r Jackson³ Sec^y of Legation intimating a desire of the Minister M^r Crawford⁴ that I should call upon him as he was indisposed. Found him labouring under a Cattarrhal affection — attended with fever.

[On July 15th, the surgeon visited Mr. Crawford again "at the Consuls some distance above L'Orient," and found him "altogether better."]

July 20 Tuesday Port Louis L'Orient

Sailed this Evening from Port.

July 23^d Friday at Sea

Cruising of[f] the Mouth of the E[nglish] Channell

¹ This was the first death on the voyage.

² The *Salamanca*, of Poole, was on her way from Oporto to Newfoundland; formerly she was the *King of Rome*, of New York. She was "of two hundred and sixty tons, pierced for eighteen guns, mounting six and manned with sixteen men." — Capt. W. H. Allen to the Secretary of the Navy, July 12, 1813, in *Niles' Weekly Register*, V:46.

All names of ships are printed in italics, even when they are not underscored in the original manuscript.

³ Henry Jackson, a professor in the University of Georgia. After Crawford's return to the United States, Jackson remained in France as chargé d'affaires until 1817.

⁴ William Harris Crawford, who succeeded to the mission to France, left vacant by the death of Joel Barlow in the preceding year. Crawford was born in Amherst County, Va., on February 24, 1772; he died at Elberton, Ga., on September 15, 1834. In 1799, he began the practice of law at Lexington, Ga.; was a State Legislator, 1803-1807; United States Senator from Georgia, from November 7, 1807, until he resigned on March 23, 1813. In the United States Senate he had been president pro tempore. He declined the portfolio of war offered to him by President Madison, preferring the place of Minister Plenipotentiary to France. This post he filled until April 22, 1815.

Captured this Evening after a few hours chase the Schooner *Matilda*⁵ from Brazil & bound to England — formerly an American Privateer.

July 24th Saturday at Sea

Captured this morning a large brig⁶ from Madeira for England laden with wine, got a few $\frac{1}{2}$ pipes of the best on board intended for the use of the Countess of Shaftesbury — £8.800 sterling — Stove nearly all the rest. On account of 2 Lady Passengers we gave her up to the Captain — Sent all our Prisoners on board her — Manned the Schooner⁷ with 14 men under the command of M^r Groves.

Lat 49 50 near Scilly

July 25th Sunday at sea

Saw a fleet of 11 sail this morning a frigate among them — also a large sail to windward — spoke her — she proved a palacre⁸ ship from Lisbon to London Portuguese — fleet out of sight.

July 26 Monday Mouth of the Channell

Discovered a Square rigged vessell this morning — from her appearance supposed an American Standing before the wind up Channell — Did not give chase as it would carry us too far up the channell — especially as the wind is from the Westward.

July 27th Tuesday at sea off Ustend⁹

Captured a large English Brig the *Richard*¹⁰ from Gibralter in ballast. Took out the Capt & Crew and a female Passenger & burnt her.

July 28 Wednesday at sea

Discovered at 8 A. M. a Brig & Cutter apparently in chase of a Schooner. Bore down upon them and found them English armed Vessels. Tack'd and stood away when they all gave chase — run the Schooner & Cutter out of sight by 12. at 3 P.M. the Brig Visible on our lee Quarter with a glass. at

⁵ The *Matilda* had been captured by the *Lion*, a privateer of London. Now in the British service, she was on a voyage from Pernambuco in Brazil to London when taken by the *Argus*. A few days later she was retaken by the frigate *Revolutionaire* and arrived at Plymouth, England, on July 30th. — Bell's *Weekly Messenger*, 1813, p. 247, 255.

⁶ The *Susannah*, Captain Porrett, from Madeira to London. She arrived at Penzance on July 25th. — Bell's *Weekly Messenger*, 1813, p. 247; *London Times*, August 26, 1813.

⁷ The *Matilda*.

⁸ Gold ship.

⁹ Ostend, in Belgium.

¹⁰ The *Richard*, of Whitby, Capt. Biggs or Briggs, from Gibraltar to Portsmouth.

4 P M the Brig continues the chase bearing the same as before — She rather free — we close to the Wind — Speed 9 knots lost her at dark.¹¹

July 31st Saturday at sea

Brought too a large Ship this morning, which proved to be a Danish Merchantman, sailing under license from Norway bound to Limerick, laden with Timber. She had been spoken in the N[orth] Sea by the *Pelican* Sloop, and on the Coast by a Brittish Frigate.

August 1st Sunday at sea off the Shannon

Made the land to day — the first light House on Loop Head¹² on the N[orth] of the Entrance of the Shannon. Stood into the Shannon about 9 or 10 miles — Brought too a brig called the *Fowey*¹³ from Limirick to Portsmouth with Pork for Government — Burnt her — remained in the river under easy sail until she had burned to the water's edge & had nearly grounded among the breakers on the N[orth] side — The Shore lined with inhabitants — Towards evening stood out to Sea.

August 2^d Monday at Sea

Captured this afternoon a Cutter rigged vessell laden with butter & Hides from Limerick for Liverpool. Called *Lady Francis*¹⁴ — took out some of the Butter — She kept near us during the night.

August 3^d Tuesday at sea Lat 53 6

It blowing a heavy gale with a high Sea we were unable to board the prize — M^r Allen¹⁵ displayed a Signal we lay too 'till he came within speaking distance — found he had no Quadrant on board & was afraid of a separation — Slung a Cask containing a Quadrant — Navigation book &c & veered it astern which after some difficulty he contrived to get on board — he remained by us all night.

August 4th Wednesday at Sea

12 oClk The gale still continues — unable to board the Prize on account of the Sea —

¹¹ On the 30th they were "Off S. W. Coast of Ireland in sight — Ennis Tuscan," or the island of Inishtooskert.

¹² The promontory on the north side of the entrance of the River Shannon.

¹³ The *Fowey*, Capt. McDonnell, laden "with 200 tierces and 138 barrels of pork." — Bell's *Weekly Messenger*, 1813, p. 263, which says also that "she drove on shore the next day in Kilbaha Bay, where the greater part of the cargo was landed, and taken possession of by the inhabitants."

¹⁴ The *Lady Frances*, Capt. Blair, of Rothesay. Burnt on the afternoon of August 5th.

¹⁵ William Henry Allen.

4 P M Gale continues Sent M^r Levy¹⁶ in the Gig with men to relieve M^r Allen & crew

August 5th Thursday at sea

Lat. 53 15

11 oCk The Weather has moderated. A heavy sea remains: but subsiding. Prize in Co.

4 P.M. Every prospect of bad weather again boarded the prize — took out Provisions & water and set fire to her — during the time the boats were employed the Wind increased to a heavy Gale.¹⁷

August 7th Saturday at Sea

Discovered this morning a large rock under our lee Supposed to be one of the Skellings.¹⁸

August 8th Sunday at Sea off C[ape] Clear

Discovered a large vessel early this morning — made sail for her — upon closing made her out to be a frigate — hauled upon a wind and soon lost sight of her.

August 9th Monday off Kinsale

Four sail in sight at Day light this morning a large one to windward and one to leeward stand for us — The large one proved to be a Russian ship from Cork to Limerick — was informed that the *Jalouse* Sloop of 22-32^g was sent from Cork after us 5 days ago — The vessels to leward stood from us — wore ship after them — Wind very light & little hope of getting up with them.

5 P.M. Calm. manned the boats and captured both. The Ship *Barbadoes*¹⁹ & Brig *Alliance*²⁰ on Government service — Burnt them about 10 at night.²¹ Much incommoded with Prisoners.

¹⁶ Uriah Phillips Levy, who entered the United States Navy in 1812, being "Sailing-master" on October 21, of that year.

¹⁷ On the 6th, land was in sight, in latitude 52°, 15'. One of the seamen was suffering from rheumatism over his whole body, he having "been much exposed to wet & fatigue."

¹⁸ One of the Skellings, rocky islets off the southwest coast of Ireland. Probably the one mentioned was the Great Skellig.

¹⁹ The *Barbadoes*, Capt. Skiller or Skilling, was a British transport.

²⁰ The *Alliance*, Capt. Davis, of Milford, was a British transport.

²¹ A contemporary account dated at Cork, on August 13th, says: "On Saturday the ship *Barbadoes*, the *Alliance*, and the *Jason* Russian vessel, in company with some others, sailed from this harbour for Limerick. In the course of Sunday, some of the vessels put into Kinsale, but the three abovementioned proceeded on their destination. On Monday evening they fell in with, off Baltimore, the American sloop of war the *Argus*. She boarded the *Jason*, but permitted her to proceed. She then boarded the *Barbadoes* and *Alliance*, and after having taken out the crews, set them on fire and completely destroyed them." — *London Times*, August 18, 1813, p. 3.



ARGUS BURNING BRITISH VESSELS
From "American Naval Battles," Boston, 1837

August 10th Tuesday at sea

About 2 A.M., weather foggy, 4 large sail were discovered close aboard to windward. Soon after as day broke a large fleet were observed around us. One of the vessels near us proved to be a Frigate within musket shot of us. She did not discover us until we had gained the weather gage, when she made sail, but could not come up. She made signals and another more to leeward made sail a man of war Brig, at the same time lying too for us on our larboard bow. We ran nearly close aboard of the Brig in perfect silence — men concealed at quarters, we passed and she did not molest us. About 8 A M sent our boat aboard a S[ec]hooner The *Cordelia*²² from Antigua for Bristol, one of a fleet of 400 sail. Destroyed her Cargo consisting of Sugar & Mollasses. Put all our Prisoners aboard and sent her as a Cartel. While engaged with this vessel another Frigate passed close to us. The fog clearing a little below we could percieve [sic] her hull and ports but not her Masts or rigging. She did not observe us.

August the 11th Wednesday at sea standing towards Bristol Channel

Came up with another part of the fleet this morning and after a chase of 4 hours Captured a large Ship the *Mariner*²³ — laden with Sugar &c Bound to Bristol. Sent M^r Allen²⁴ aboard with directions to stand after us. Crowded all sail after another to leeward — 12 Sail in sight in that direction — A Brig & Cutter to windward — after a long chase captured the other named the *Betsy*²⁵ laden with Sugar — at the same time captured a Pilot Boat Cutter *Jane*²⁶ — Soon after, a Brig²⁷ and a Cutter Sloop²⁸ from Poole to Liverpool with Clay. Sent in the Prisoners in the Brig. Sent in the *Betsy* a prize — Burnt the *Mariner* — Sunk the Cutter Sloop.

10 oClk P M captured another Cutter Sloop the *Dinah & Betty*²⁹ from Cork for I[el]fracombe with cattle. Killed and got on board 2 head — Burnt her.

²² The *Cordelia* is not mentioned in the list of captures, in *American State Papers — Naval Affairs*, I:374. She is mentioned in the British lists, however, her captain being named Avery. After her cargo was destroyed she was "delivered up to the prisoners of the different vessels, amounting to 48, six Masters and 42 men, who arrived at Cove on Wednesday." August 10th. — *London Times*, August 18, 1813, p. 3. Some accounts credit her as coming from the island of St. Martina.

²³ The *Mariner*, Capt. Gilbert, was bound from St. Croix to Bristol.

²⁴ Apparently Lieut. William Howard Allen is meant.

²⁵ The *Betsy*, Capt. Merryweather, bound from St. Vincent's to Bristol. She was retaken by the British frigate *Leonidas*, Capt. Seymour, and arrived at Plymouth. — *London Times*, August 18, 24 and 26, 1813.

²⁶ No record has been found of this pilot boat in the British lists.

²⁷ The *Eleanora*. The English records state that she was given up as a cartel and arrived at Bristol.

²⁸ The *John and Thomas*, Capt. Trewella, bound from Poole to Liverpool.

²⁹ Also named in some lists *Diana and Betty* and *Dinaz and Betty*. She was commanded by Capt. J. Evans, who deposed that he fell in with the *Argus* "off the Smalls." — *London Times*, August 18, 1813.

August 12th Thursday at sea off the Saltees Ireland

Captured a new Brig called the *Ann* from Cardigan³⁰ to London with Slate and Welsh Woolens. Sunk her[.] Brought too a Portuguese Brig bound to Cork — Sent the Prisoners from the 2 last prizes on board of her. Gave chase to two large Ships and a Brig to leeward — Allowed the Brig to Pass us and continued the chase after the large vessels — All showing English colors. One ship showing 18 ports the other 16 apparently preparing for action. Brought them too and sent M^r Allen on board the largest the Captain of which refused to come on board us; and before our boat had returned they] both made sail keeping close to each other. Made sail and engaged them both. The large one struck after receiving 2 broadsides — chased the other close in and she escaped among the Saltese rocks. The large one proved a Scotch Ship the *Defiance*³¹ mounting 14 long nines 21 men — from Greenock to Newfoundland.³²

August 13th Friday idem

At 2 oClk A.M. captured a large Brig the *Baltic*³³ one of the W. I. fleet laden with sugar bound to Dublin — at 5 a Sloop laden with deal boards — at 6 burnt the *Defiance* and the *Baltic* — threw overboard the cargo of the Sloop and sent her away with the Prisoners at 9 P M — fired a gun and brought too a large Brig the *Belford*³⁴ — which had nearly ran aboard of us — She proved to be from Dublin bound to London laden with linen wine &c worth 100,000 £ — Took out of her a box of Plate and at 12 oClk burnt her.

August 14th Saturday St George's Channel

Early this morning came to action with a large English Brig[.] She captured us after an action of 45 minutes[.] She proved to be the *Pelican*.

August 15th Sunday at sea

The following list comprehends the number of killed and wounded on board of our vessel as far as can be at present ascertained.

M^r W^m W Edwards³⁵ Midshipman. Killed by shot in the head.

³⁰ The *Ann*, Capt. Richards, bound from Barmouth to London.

³¹ The *Defiance* belonged to Glasgow.

³² Among the ships credited in the English lists as captured by the *Argus* is a sloop called the *John and Sally*, of Cardigan, bound from Cork to Ilfracombe; also that another sloop, the *Fame*, was "given up."

³³ The *Baltic*, Capt. Hardcastle, from Barbadoes to Dublin.

³⁴ She is called erroneously the *Bedford*, instead of *Belford* in the list in *American State Papers, Naval Affairs*, I:374. She is listed correctly, however, in Lloyd's reports; was commanded by Capt. Donaldson; bound from Dublin to London "with 16,500 pieces of linen on board." — *London Times*, August 26, 1813.

³⁵ William W. Edwards was commissioned a midshipman on September 1, 1811.

M^r Rich^d Delphy³⁶ Midshipman. D^o Had both legs nearly shot off at the knees — he survived the action about 3 hours

Joshua Jones Seaman — Killed.

Geo Gardiner Seaman — His thigh taken off by a round shot close to his body. he lived about $\frac{1}{2}$ an hour

Jn^o Finlay Seaman — His head was shot off at the close of the action

W^m Moulton Seaman Killed.

Total 6.

The following were wounded viz

W^m H Allen Esq — Commander — His left knee shattered by a cannon shot. Amputation of the thigh was performed about 2 hours after the action — An anodyne was previously administered — An anodyne at night.

Lieut Watson³⁷ — 1st — Part of the Scalp on the upper part of the head torn off by a grape shot — the bone denuded. It was dressed lightly and he returned and took command of the deck. Now on board the *Pelican*.

M^r Colin McCloud³⁸ — Boatswain — Received a severe lacerated wound on the upper part of the thigh, a slight one on the face and a contusion on the right shoulder. Dressed simply with lint and roller Bandage.

Mr James White³⁹ — Carpenter — Shot near the upper part of the left thigh — bone fractured. Hemorrhage considerable — Dressed the wound with lint imbued with ol olivar — applied bandage and Splints — anodyne at night has also an incised wound in the head — Dressing — Suture — Adhesive plaster & double headed roller —

Joseph Jordan — Boatswains Mate. Has a large wound thro the left thigh the bone fractured and splintered, — the back part of the right thigh carried off and nearly the whole of the fleshy nates carried away — Dressed with lint imbued with ol olivar — gave him a large anodyne — repeated it at night — Case hopeless.

Jno. Young — Quarter Master — Received a severe shot wound in the left breast seemingly by a glancing shot. The integuments and part of the extensor muscles of the hand torn away — Dressed lightly with oil and lint with appropriate bandages — gave him an anodyne at night.

Francis Eggert — Seaman — Has a very severe contusion of the right leg with a small gun shot wound a little above the outer ankle no ball discoverable — Dressed the wound with lint & bandage & directed the leg to

³⁶ Richard Delphy was commissioned a midshipman on May 18, 1809.

³⁷ William H. Watson was commissioned a midshipman on January 1, 1808, and a lieutenant on March 7, 1813. He died on September 13, 1823.

³⁸ Colin McCloud was commissioned a boatswain on March 17, 1812.

³⁹ James White was commissioned a midshipman on August 20, 1814, and resigned on August 22, 1815.

be kept constantly wet with Aq. Veg. Mineral — 3 hours after reception the leg was swelled and very painful gave him an anodyne — Proposed Amputation but he would not consent. This morning the leg excessively tense — swelled — vesicated — and of a dark color about the outer ankle — Has considerable fever Directed the saline mixture with occasional anodyne To continue the lotion.

John Nugent — Seaman — Gun shot wound in the superior part of the right thigh about 2 inches from the groin — Thigh bone fractured and much splintered — ball supposed to be in — Several pieces of bone were extracted but the ball was not found — Dressed lint Bandage with splints — Anodyne — Rested considerably well last night but there has been a large oozing from the wound — Applied fresh lint. No fever.

Charles Baxter — Seaman — Has a lacerated wound of the left ankle — The lower part of the fibula splintered — apparently affecting the joint. Has much hemorrhage from this wound. He has also a gun shot wound of the right thigh. The ball has passed obliquely downwards thro the back part of the thigh. I proposed the amputation of his left leg but he would not give his consent. Dressed both wounds with lint & Roller Bandages — Made considerable compression on the left foot in order to restrain the bleeding — Has some fever this morning. H. Mist. Salin — Tamarind water for drink — low diet.

James Kellam — Seaman — Lacerated wound of the calf of the right leg — also a wound in the ham of the same Extremity — Dressing simple — To day the leg somewhat swelled and painfull — slackened the bandage.

W^m Harington — Seaman — Complains much of pain & soreness in the small of the back and nates. It is suspected that he has received a severe contusion on the parts H. Anodyne at night — N. S. ad 5xvi Apply continually Aq. Veg. Min to the parts.

Ja^m Hall — Seaman — Has a slight wound above the left eye — I suspect caused by a splinter — Dressing simple

Total ascertained — 12.

Owing to the disordered state of the vessel the wounded have wretched accommodation — if that term may be used — I endeavoured to make their condition as comfortable as possible — Divided, those of our people who remained on board, and were well, into watches — in different parts of the vessel — M^r Hudson M^r Dennisson & myself sitting up with the Captain — Directed Lemonade & Tamarind water to be kept made and served to the Wounded.

August 16th Monday arrived at Plymouth

Capt Allen — Morn — No fever — has had some slight spasms in the stump — on which account an anodyne was occasionally administered — He has been for some time troubled with a dyspeptic complaint which is peculiarly disagreeable in his present state H. Mist Salina with rather an excess of the alkali.

Eve — an exudation of the thinner parts of the blood now begins to appear thro' the dressings — stump as easy as can be expected — Enjoined a light diet — Chicken broath, Panada &c — Administe[re]d a purg. but it was not retained.

Colin McLeod — Thigh but little swelled. No febrile action in his pulse — He is in the best of spirits.

Mr White — Morn — Rested considerably last night in consequence of the anodyne — Some oozing from the posterior orifice — Is extremely weak & is troubled with spasmodic twitches — Gave him wine & water as drink — Soup occasionally.

Eve — very restless — delirium — Gave him a large anodyne which was repeated in the night with no good effect.

Joseph Jordan — Died this morning.

John Young — His Breast easy — arm painfull apparently in consequence of the swelling which has taken place — Loosened the Bandage — Pulse frequent and rather hard — Directed Sulph Sod — and an anodyne at night — Eve. A poultice was directed

Francis Eggert — this morning H. Sulph. Sod. Is easier — but the leg is still excessively swelled — Cap pil opii gr i 4^{ta} quaq hor. — Contin[.] the lotion — H. mist Salin. 5viii adde Tart Emet gr ii cap lact mag 2 quaq hor.

John Nugent — Is easier than could have been expected Has some fever to day — H mist Salin cum Tart Emet.

Charles Baxter — Considerable oozing yet from the ankle Pulse frequent — Contin[.] mist Salin.

Ja^a Kellam — Has some fever to day — Complains much of soreness — Directed a cataplas[.]m.

W^m Herington — The same — Contin. the application.

Ja^a Hall — Eye a little sore — No complaint.

Our wounded are in a distressed condition. The riotous behaviour of the captors is such that they have no rest whatever and are frequently trodden upon and bruised by them.

Directed to day thin Chicken broth to be served out to them with their light Nourishment.

August 17th Tuesday Plymouth

The wounded and sick Seamen were this morning carried to the hospital — M^r Hudson attended them thither — I request'd him to enquire what accommodation he could find for the captain at the Town as the noise & tumult on board is very disagreeable.

Cap^t Allen — Stump in a good state — but little soreness — but has some fever this morning — Took an anodyne last night — dosed at times — the sickness of stomach & vomiting continues — He takes the Saline mist occasionally — but without relief — He is allowed wine in his drink — Diet Chicken broth — Panada &c — Injected a Cathartic enema.

This afternoon I obtained permission to go to town for the purpose of hiring private lodgings for the Captain. On return found him worse. Vomiting more frequent. Pulse weak and frequent — Skin cold — now & then troubled with Hiccup — Mind, at times, wandering — false vision — Directed $\frac{1}{2}$ a wine glass full of Wine every hour — Ether & Tinct of Opii occasionally for the hiccup which did not often after recur — Lime water & milk was administered as an anti emetic but with little relief. Soda water was also occasionally given — Applied hot fomentations to the region of the stomach with anodyne liniment.

August 18th Wednesday

Cap^t Allen — Passed a very restless night — vomiting continues, altho' wine & occasional anodynes seemed to relieve it.

This morning I dressed the Stump assisted by the Surgeon of the *San Salvadore*⁴⁰ Flag Ship. Found the incision united but a little at the inner angle — Surface flabby Discharge thin, sanious — Whole appearance exhibiting a want of action in the parts.

On consultation with the Surgeon of the Flag Ship and, with D^r Magrath of the Mill Prison Hospital, it was agreed to have him removed thither — M^r Denison, M^r Hudson, & myself were to be favoured with the liberty of remaining with him untill the event of his case was determined. — The disagreeable condition of the vessel, — his danger, and the eminent medical assistance at the Hospital concur in inducing us to adopt this plan.

11 A M Cap^t Nash of the *San Salvador*, sent his launch with a large cot slung in it.

⁴⁰ The *Salvador del Mundo*, at Plymouth, the ship on which "nine of the *Argus*'s crew, strongly suspected of being Englishmen," had been sent "for examination." — *London Times*, August 31, 1813.

12 M Arrived at the Hospital and found a neat & commodious apartment ready — on arrival he complained of languor & appeared somewhat fatigued — a glass of wine reviv'd him — vomiting continues — By the direction of Dr Magrath a mist Ether & laud with an Infusion of P Peruv. was given him & a Liniment composed of Camph, opium and oil was rubbed on the Epigastric region, but without effect — Skin moist & cold — A blister was applied to the stomach and bottles of warm water to his foot — Abdomen humid — Has had no passage from his bowels, except 2 evacuations yesterday, in consequence of the Enema Dr Magrath advised a purg — Cal. et P Rhei was given in balm — It was soon afterward rejected.

9 P.M. — Pulse feeble, frequent, interrupted, skin covered with a clammy moisture — Vomiting continues unabated notwithstanding the use of anti Emetic remedies. — Since last report has taken Alkali & lime juice administered seperately — is now using Soda Water supersaturated with Carb. Acid Gas. — He is extremely restless, desireing often to have his position altered — Comatose Delirium with startings — subsultus tendinum.

11 oClk P M. He died.

To the time of Cap^t Allen's death, Dr Magrath & his assistant Mr Allan remain'd with us and afforded every assistance possible.

[No entry made August 19-20.]

August 21st Saturday — Mill Prison

Attended the funeral of Cap^t Allen with Mr Denison Mr Hudson & Mr Snelson ⁴¹ as Mourners.

⁴¹ Robert L. Snelson was commissioned a midshipman on January 1, 1812. The other names have not been identified.

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